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 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY China

SUBJECT Taku Bar - Port Information

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The Office of Naval Intelligence (12ND, No 74-53) furnished the following information to CIA for IAC dissemination in accordance with par 3c of NSCID#7.7

1. Procedures for Obtaining Official Papers and Documents for Entrance into Communist Ports. The Captain, or his representative of ships scheduled for Communist China must obtain official boarding papers at a port outside of Communist China before entering Communist Chinese ports. [redacted] an official from the vessel had a Chinese interpreter come aboard and prepare the boarding and entrance papers for the ports of Taku Bar and Tsingtao, China. The papers were then sealed and placed in the custody of the Captain who was advised to present these documents to Communist Chinese official boarding party when the ship arrived at the designated ports.

3. Entrance Procedure. [redacted] while making headway toward Taku Bar and approximately 15 miles from that city, the vessel was boarded by a Chinese boarding party. The boarding was made about five miles from the designated anchorage. The weather at the time was foggy with visibility less than a mile. The boarding party consisted of 10 or 12 armed Chinese soldiers along with customs, immigration and public health officials who after examining the papers [redacted] searched the vessel and sealed all radar, radios, binoculars and cameras. After the search and sealing procedure, all money was brought to the Captain's quarters where Chinese officials proceeded to count and record the money aboard the vessel. The officials counting the money seemed poorly qualified, apparently did not know the denominations of any of the silver or copper coins and ignored US 10 and 20 dollar bills as well as UK pounds. The money was then sealed and placed in the Captain's safe. No pilot boarded the vessel and the Captain had to proceed to safe anchorage without the aid of his navigational equipment aboard.

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4. Procedures for Unloading of Vessel. After arriving in the designated anchorage the vessel was met by three iron lighters which were towed by old steam tugs. The lighters and tugs were badly in need of repair but operational. Each lighter had an estimated capacity of 600 tons. The cargo was discharged into the lighters with the aid of ship's gear and was handled by longshoremen who were poorly dressed but appeared in good health. It took four days to unlade the vessel. The stevedores were good workers but did not exert themselves. When one of the gangs was not working the men remained aboard one of the lighters where they ate their meals and slept. There was a lighter available at all times for this purpose.
5. Dockside Procedures and Lading of Vessel. There were approximately 100 to 125 longshoremen working the vessel during the four day period. These men were supervised by 12 armed Chinese soldiers who, along with their duties as supervisors, also were part of the security guard of the ship. The soldiers had their meals served to them by the ship. Very little English was spoken by the security guards and no attempt was made by them to converse or associate with, or propagandize, the crew during the four day stay at Taku Bar. the vessel departed Taku Bar after completing the discharging of cargo. Prior to leaving, the Captain was warned by one of the government officials not to break the Communist seals until at least five miles beyond the anchorage area.
- No signs of military vessels or airplanes were observed during the ship's stay at Taku Bar anchorage.

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